Welcome to the Wood Dale Open House for the Elgin O’Hare Western Access Project

- This Open House is intended to provide you an opportunity to view up-to-date, preliminary details of the EOWA project
- Information on display includes:
  - Design plans
  - Illustrations of project features
  - Project timeline and construction schedule
  - Construction staging and maintenance of traffic information
  - Land acquisition process
- An interactive mapping tool provides information on travel through the area following completion of the EOWA project

Please browse the exhibits and ask questions of project team members stationed throughout the room
Schedule information reflects the best information available at the time of publication and includes some forecast dates that are still under review. Actual dates are subject to revision and availability of funding.
ELGIN O’HARE WESTERN ACCESS
A New, All-Electronic Toll Road

Constructing an improved I-290 interchange with free-flow traffic movements in all directions, a new interchange at Rohlwing Road, and replacing and lengthening the Devon Avenue bridge over I-290

ELGIN O’HARE WESTERN ACCESS (EOWA)
The $3.4 billion Elgin O’Hare Western Access Project includes 17 miles of toll roads and 15 new or improved toll road interchanges. The project is expected to enhance economic development and travel performance in the region. It will:
• Save drivers $145 million in time and fuel annually by 2040
• Reduce delays by 24 percent and decrease traffic more than 16 percent on local roads
• Accommodate three times as many vehicles per day as local roads carry now
• Reduce travel time by more than 7 minutes for the 11-mile trip between the west side of O’Hare Airport and U.S. Route 20 – a savings of 25 percent
• Relieve congestion near the existing I-290/Thorndale Avenue interchange, reducing travel times by up to 35 percent
• Will serve an estimated 120,000 vehicles per day
Elgin O’Hare Western Access
Maintenance of Traffic Overview

- Whenever possible, the Tollway uses traffic shifts and shoulders to keep as many lanes open during peak hours as were available before construction.
- Temporary off-peak closures will be required along Illinois Route 390, Thorndale Avenue and I-290.
- Access to and from I-290 will be maintained during construction.
- Local streets and arterials will remain open, but short-term lane closures may be required.
- Construction will start on new segments first.

March 2014
Elgin O’Hare Western Access
Construction Management Office

- Construction office opening in March
  1555 Mittel Boulevard, Suite D
  Wood Dale, Illinois
  Phone: 630-422-1246
  Open 8 a.m. to 4 p.m., Monday through Friday
- Pick up general information about the project
- Make an appointment to meet with engineering staff to ask questions and obtain more detailed information

March 2014
Elgin O’Hare Western Access
Initial Tolling Concept – All-Electronic Mainline Tolling Plan

- All-Electronic Tolling along entire length of project
  - First all-electronic roadway on Illinois Tollway system
  - No traditional tollbooths
  - Primarily uses I-PASS (more than 86 percent of present users)
  - Business rules and toll rate schedules under development

- Mainline tolling vs. traditional mainline and ramp tolling system
  - Tolls tied to miles traveled are more equitable than travel through a number of fixed points
  - Tolls will be assessed more frequently, but will generally be lower due to short distance between points
  - Encourages short- and long-distance trips (providing congestion relief on adjacent secondary roadways)
Elgin O’Hare Western Access
Tollway Aesthetic Commitments

- Steel bridge paint
- Round piers for flyover bridges
- Landscape
- Leaf pattern on retaining walls
- Limestone block retaining wall pattern
- Ashlar stone noisewall pattern
- Black traffic signals
- Mechanically attached corridor identifier on local bridges (design to be determined)
- Pier/parapet rustication

March 2014
Elgin O’Hare Western Access
Example Tollway Applications

Typical view of Illinois Tollway crossing over local road

Typical view of local road crossing over Illinois Tollway

March 2014
Compensatory storage basins mitigate floodplain fill impacts by proposed project.

Tollway detention pond provides storage for mainline Tollway runoff.

Local detention pond provides storage for frontage road runoff.

Local flooding issues near Illinois Route 83 and Bryn Mawr alleviated by Illinois Route 83 drainage improvements.

Compensatory storage basins mitigate floodplain fill impacts by proposed project.
Northwest quadrant of I-290 Interchange: Significant detention volume provided within watershed to limit impacts downstream at Hamilton Lakes and Devon Avenue tributary to Salt Creek.

Thorndale Avenue culvert replacement: Existing culverts under Park Boulevard and Thorndale Avenue will be increased from 5 feet by 3 feet to 9 feet by 4 feet. This will significantly reduce existing flooding upstream within residential area.

Tollway/IDOT detention ponds provide storage for proposed roadway improvements.

Southeast quadrant of I-290 Interchange: Drainage routed east to 9 foot by 4 foot culvert instead of through Clover Ridge Subdivision.